

AUG 25 2006

Attorney Docket No. 1-21434

REMARKS

The courtesy of the Examiner in granting the undersigned attorney a telephonic interview on August 23, 2006, is greatly appreciated. During the interview, it was discussed that Claim 1 as presented in the Amendment filed May 26, 2006 was amended to add the limitation "said valve seat body further defining a valve seat about an opening formed by said valve passageway in a surface of said valve seat body." It was further discussed that in the Amendment filed May 26, 2006, the additional limitation was not underlined, and that the amended Claim 1 erroneously included the parenthetical label "previously presented," rather than "currently amended."

During the discussion, the Examiner agreed to enter a clarifying amendment if the amended Claim 1 and appropriate remarks were presented again in an Amendment After Final. Accordingly, this Amendment includes amended Claim 1 as presented in the Amendment filed May 26, 2006, but annotated as "currently amended" and with the additionally limitation noted above underlined.

Additionally, the Examiner's finding that Claims 11 through 30, and 34 contain allowable subject matter is gratefully acknowledged.

Amended Claim 1 now defines the invention as a valve seat assembly for a control valve of a vehicle brake system including a valve seat body defining an axis. The valve seat body has a valve passageway extending through a portion of the valve seat body and a groove formed circumferentially in an outer surface of the valve seat body. The valve seat body further defines a valve seat about an opening formed by the valve passageway in a surface of the valve seat body. The groove defines a substantially axially extending first groove surface. A bore extends between the first groove surface and the valve passageway to provide fluid communication between the first groove surface and the valve passageway. A substantially resilient seal is slidably mounted against the first groove surface and slidably movable between a first position substantially covering the bore and a second position exposing the bore to permit the flow of fluid within the groove to the valve passageway through the bore.

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The invention claimed in Claim 1 is not shown or suggested in any of the art of record. Specifically, neither the Reuter reference, the LeVey et al. reference, nor the Gregoire reference show or suggest a valve seat body that further defines a valve seat about an opening formed by the valve passageway in a surface of the valve seat body.

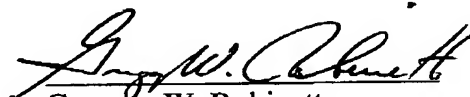
The Reuter reference teaches a piston 481. The seat body of Reuter is a separate component designated by the reference number 482. Even if the piston 481 is considered to be a valve seat body, the release bore 454 of the piston 481 does not include a valve seat about an opening formed by the valve passageway in a surface of the valve seat body, as claimed.

The LeVey et al. reference teaches a check valve 10 having a passageway 50. The passageway 50 terminates in a hose 300, and does not include a valve seat about an opening formed by the valve passageway in a surface of the valve seat body, as claimed.

The Gregoire reference also teaches a check valve having an inlet passage 16 with an end 22, and an outlet passage 18 with an end 24. The ends 22 and 24 are connections to a fluid distribution system, and may be threaded, welded, or have other connection means. The ends 22 and 24 therefore do not include a valve seat about an opening formed by the valve passageway in a surface of the valve seat body, as claimed.

Accordingly, the Examiner is requested to withdraw the rejection of Claims 1 through 10 based on the Reuter, LeVey et al. and Gregoire references.

Respectfully submitted,


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